





To-day's  
Advertisements.

IN THE MATTER OF ORDINANCE No. 2 of 1898.

AND  
IN THE MATTER OF THE APPLICATION OF JAMES JONES MELDRUM, THOMAS FREDERICK MELDRUM, ENGINEERS, LATE OF 21, CATHEDRAL YARD, MANCHESTER, IN THE COUNTY OF LANCASTER, ENGLAND, BUT NOW OF ATLANTIC WORKS CITY ROAD, MANCHESTER, IN THE COUNTY OF LANCASTER, ENGLAND, FOR A GRANT IN THIS COLONY OF LETTERS PATENT FOR AN INVENTION FOR "IMPROVEMENTS IN OR CONNECTED WITH 'STEAM GENERATOR AND OTHER FURNACES' AND IN STEAM BLOWING APPARATUS USED IN CONNECTION THEREWITH."

NOTICE is hereby given that the Petition, Specification, and Declaration required by the above Ordinance have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the above-named JAMES JONES MELDRUM and THOMAS FREDERICK MELDRUM, by Messrs. JARDINE, MATHESON & Co., their Agents, to apply at the sitting of the Legislative Council hereinafter mentioned for LETTERS PATENT for the exclusive use within the said Colony of the above mentioned invention.

And notice is also hereby given that a sitting of the Executive Council before whom the matter of the said Petition will come for hearing will be held in the Council Chamber at the Government Offices on WEDNESDAY, the 25th May, 1898, at 3 P.M.

Dated the 17th day of May, 1898.  
DEACON & HASTINGS,  
Victoria, Hongkong,  
Solicitors for  
Messrs. JARDINE, MATHESON & CO.  
(554)

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(557)

To-day's  
Advertisements.

BANK HOLIDAYS.

IN accordance with Ordinance No. 6 of 1895, the Undermentioned BANKS will be CLOSED for the Transaction of Public Business, on TUESDAY, the 24th instant, the Anniversary of the BIRTHDAY of Her Gracious Majesty the Queen, and on MONDAY, the 30th instant, WHIT MONDAY.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA,  
T. H. WHITEHEAD,  
Manager, Hongkong.

For the HONGKONG & SHANTON BANKING CORPORATION,  
V. A. CÉSAR HAWKINS,  
Acting Chief Manager.

For the NATIONAL BANK OF CHINA, LIMITED,  
G. W. F. PLAYFAIR,  
Chief Manager.

For the MERCHANT BANK OF INDIA, LIMITED,  
JOHN THURBURN,  
Manager, Hongkong.

For the BANQUE DE L'INDO-CHINE, HONGKONG BRANCH,  
F. AUGUSTIN,  
Manager.

For the BANK OF CHINA & JAPAN, LIMITED, HONGKONG,  
E. L. HUNTER,  
Manager.

For the YOKOHAMA SPECIE BANK, LIMITED,  
S. CHOH,  
Agent.

Hongkong, 18th May, 1898. (558)

INSURANCE HOLIDAY.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business, on TUESDAY, the 24th instant, the day appointed in this Colony for the Celebration of the Anniversary of the BIRTHDAY of Her Gracious Majesty the Queen.

JARDINE, MATHESON & CO.,  
General Agents,  
CANTON INSURANCE OFFICE, LD.,  
General Managers,  
HONGKONG FIRE INSURANCE CO. LD.,  
W. J. SAUNDERS,  
Acting Secretary,  
UNION INSURANCE SOCIETY OF CANTON, LD.,  
W. H. PERCIVAL,  
Agent.

NORTH-CHINA INSURANCE CO., LD.,  
H. P. WADMAN,  
Acting Secretary.

CHINA TRADERS' INSURANCE CO., LD.,  
SHEWAN, TOMES & CO.,  
Agents.

YANKEE INSURANCE ASSOCIATION, LD.,  
J. B. COUGHTRIE,  
Secretary.

CHINA FIRE INSURANCE CO., LD.,  
W. H. T. DAVIS,  
Manager.

THE STRAITS INSURANCE CO., LD.,  
Hongkong, 18th May, 1898. (559)

CHINA NAVIGATION COMPANY, LIMITED,  
FOR SHANGHAI, (DIRECT).  
THE Company's Steamship

"KALGAN,"  
Captain Bence, will be despatched as above TO-MORROW, the 20th instant, at 10 A.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 18th May, 1898. (564)

THE LANCASTER SHIPOWNERS CO., LIMITED,  
FOR YOKOHAMA, KOBE AND NAGASAKI.  
THE Steamship

"EGREYON CASTLE,"  
will be despatched for the above Ports on FRIDAY, the 20th instant, at Daylight.  
For Freight, apply to  
HARLING, BUCHMANN & MENZELL,  
Agents.

Hongkong, 18th May, 1898. (563)

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED,  
FOR SOERABAYA AND SAMARANG.  
THE Company's Steamship

"HINSANG,"  
Captain Cockell, will be despatched as above on TUESDAY, the 24th instant, at Noon.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 18th May, 1898. (562)

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED,  
FOR CHEFOO AND TIENTSIN.  
THE Company's Steamship

"LOKSANG,"  
Captain Leach, will be despatched as above on TUESDAY, the 24th instant, at 3 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co.,  
General Managers.

Hongkong, 18th May, 1898. (569)

OCEAN STEAMSHIP COMPANY,  
FOR SANDAKAN.  
THE Company's Steamship

"DEUCALION,"  
Captain Branch, will be despatched on WEDNESDAY, the 25th instant, at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 18th May, 1898. (560)

THE LANCASTER SHIPOWNERS CO., LIMITED,  
NOTICE TO CONSIGNEES.  
FROM MIDDLESBOROUGH, ANTWERP AND SINGAPORE.  
THE Steamship

"EGREYON CASTLE,"  
having arrived from the above ports Consignees of cargo by her are hereby informed that their goods under arrangements have been made to the contrary are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whose delivery may be obtained.

The steamer being under general average, an average bond has to be signed previous to delivery of any goods.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent to the office of the Underwriter before Noon, on the 23rd instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th instant, will be subject to rent.

Bills of Lading will be countersigned by  
HARLING, BUCHMANN & MENZELL,  
Agents.

Hongkong, 18th May, 1898. (561)

To-day's  
Advertisements.

ST. ANDREW'S HALL.

TO-MORROW,  
(THURSDAY), 19th May, 1898,  
at 8.15 P.M.

(By special desire)  
MR. SYDNEY H. MORSE.  
(Pupil of Mr. T. V. TWINNING).  
Kindly assisted by several local amateurs.

VOCAL AND INSTRUMENTAL  
RECITAL.

ADMISSION ..... 3s.  
Plan at ROBINSON'S Music Rooms,  
Hongkong, 17th May, 1898. (563)

## Intimations.

DAKIN, CRICKSHANK &  
COMPANY,  
VICTORIA DISPENSARY,  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSERS and Large Consumers.

Complaints should be addressed to the Manager.  
Hongkong, 1st March, 1897. (560)

MITSUI BUSSAN KAISHA.  
No. 6, 1st House Street, Praya Central.

Head Office—TOKIO.

Branch Offices—  
LONDON, NEW YORK, BOMBAY,  
SINGAPORE, SHANGHAI, TIENTSIN,  
NEWCHANG and all Ports in JAPAN.

Agents—  
Mitsui Coal Mines,  
Osaka Coal Mines,  
Kansai Coal Mines,  
Tokyo Marine Insurance Co., Limited,  
Mitsui Fire Insurance Co., Limited,  
Imperial Government Paper Mills (Japan),  
Cotton Cleaning and Whg. Co., Shanghai,  
Onoda Cement Company, Japan,  
Kansai Cotton Spinning Mill, Japan,  
The Mitsui Cotton Spinning Mill, Limited,  
Tokyo Cotton Spinning Mill, Japan,  
Hayashi Cotton Factory.

Hongkong, 12th December, 1896. (561)

THE LEADING CATERERS.

COMPARE OUR  
MENU, BILLIARD TABLES and  
LIQUORS to all others.  
THE GRILL ROOM.  
Hongkong, 1st September, 1897. (559)

A. S. WATSON & CO.,  
LIMITED.

SOLE AGENTS IN HONGKONG, CHINA  
AND MANILA FOR  
'NESTOR'  
SANITARY FLUID.

DISINFECTANT, GERMICIDE,  
ANTISEPTIC AND DEODORISER,  
NON-POISONOUS,  
NON-CORROSIVE,  
DOES NOT STAIN.

OPINION OF A LEADING EXPERT.

'NESTOR' FLUID is a powerful Disinfectant and Germicide, and is a Deodoriser of the highest order.

A. B. GRIFFITHS, Ph.D., F.R.S.E.,  
Member of the Chemical Societies  
of Paris and St. Petersburg.

Bacteriological and Agricultural Expert.

5 gallon drum ..... \$10.00  
" do ..... 4.25  
" do ..... 2.25  
Pint tin ..... 0.50

'APENTA'

The best natural Aperient Water bottled at Boda Pest under the direct supervision of the Royal Hungarian Chemical Institute.

A. S. WATSON & CO., LD.

THE HONGKONG DISPENSARY,  
ESTABLISHED A.D. 1841.

Hongkong, 18th May, 1898. (562)

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, MAY 18, 1898.

## "JINGOISM"

It was fortunate, as we mentioned at the moment, that *The Times* recently had a severe and dignified rebuke administered to it by no less an authority than the *Hongkong Daily Press*, for juvenile jingoism and general giddiness. *The Times* always was a dilapidated, frivolous publication, and would do irreparable harm but for the wholesome corrective treatment applied on occasion by the *Wyndham Street Oracle*. Somebody ought to let *The Times* know about it.

Joking apart, it is unfortunate that there are others besides our morning contemporary who deprecate the outcry against the Russification of Manchuria and North China. It is a pity there are people who say "British trade in that region is not big enough to be worth bothering about." Mr. H. E. Goswami writes to the *Pall Mall* in the same strain. Such people are ignorant of the history of Hongkong: Fifty years ago the trade of Hongkong was hardly worth a row of pins. Now it is well worth having; and so will that of North China and Manchuria be, if we save it. But it is now almost past saving.

Mr. Chamberlain seems inclined to try his hand at saving some of it. Beware, JOSEPH! *The Daily Press* will crush thee! It will call thee "Jingo Joe," and make thee writhe and squirm. After one crushing blow from the *Daily Press*, no man can live.

Reuter informs us to-day that Mr. Chamberlain's speech "has aroused indignation" in Spain, France, and Germany; and that "the papers deplore the language." This must refer to some portion of his speech not indicated in the brief telegraphic condensation which has reached Hongkong, for that contains no deplorable language nor anything to arouse indignation. We can only infer that he must have said something about certain Powers becoming so aggressive as to require repression or retaliation. Whether he did or not, it is time he should; it is time Britain should assert herself. It is little more than she has done of late. It is time we should show that the German, French, and Russian press is quite wrong in fearing at Britain's decadence. It is time their diplomats should learn they are quite wrong in leaving Britain out of all their reckonings. It is high time to discontinue "allaying the difficulties" by the new-fashioned method of climbing down to oblige every fractious foreigner. We threaten nobody, we injure nobody, we encroach on nobody, we exclude nobody, but always everywhere we welcome all aliens to our colonies and our home-land, we offer them such light tariffs that they laugh at us for it, we give them fully and freely the same rights and privileges that we give our own people, and we never demand any such favours in return, we do all the work of finding new markets for European products in uncivilised countries, we pour out our money and the blood of our bravest and best to open unexplored fields and develop backward countries, and we scrupulously avoid annexing them as long as we can possibly let them remain independent. Then, when we have had all the trouble of paving the way, in comes a foreigner to settle under the protection of our flag, until he feels quite at home and perfectly comfortable—and then he proceeds to annex the land, close our market, exclude our people, and talk big if we are dissatisfied! We insist on China being left open, not only to ourselves who have created the trade, but to all. If that is "calculated to irritate" the French and Germans, then in the name of reason and justice let them go ahead with their irritation—and may it prosper them!

The aliens who live and thrive on the British are to blame for not teaching their compatriots in Europe more sense; The poor ignorant idiots who decry us in Paris and Berlin know no better; how should they? They know nothing of the world outside of their own city, the boulevards where they are born and die. They know not how many of their kinsmen make their fortunes through the generosity of British policy towards aliens. What supports the Imperial German Mail steamship line? Is it the trade of German colonies, is it the Bremen passengers, is it the letter-bags from Germany? What keeps the Messageries Maritimes afloat? Is it Saigon, is it Noumea, is it Martinique? How many of these frantic fools on Paris papers know that the Messageries Maritimes Co. is admitted to earn British mail money? To their own colonies, French steamers carry a few cases of wine and a saloonful of *fonctionnaires* at reduced fare; to British colonies, tons of cargo and swarms of passengers that pay the company's dividends. If that irritates the foreigners, whose fault is it?

In Vladivostok is only one prosperous Russian business firm; in Hankow, half-a-dozen, because Hankow is a port of British making, of British development. Say it is the tea trade that they have to thank; who made the China tea trade? Who policed the Yangtze? Who fought for foreign concessions and the right to trade? Who selected the sites, which all nations find equally favourable to themselves? Who built up the business, which all may now share? Say Vladivostok is unfairly handicapped by being ice-bound in winter; so is Montreal, yet Montreal is not as deplorably undeveloped as Vladivostok. Do we hunger for the acquisition of the ice-free ports of New England, as

Russia does for those of Korea and China? We use them; we send a large amount of our Canadian Pacific trade via New York, as Russia could via Tientsin and Newchwang. But we do not intrigue to annex; we do not coquette with other powers, cajoling them into a coalition which would be irresistible. Nor, when we do acquire ports or territories, do we exclude aliens, nor penalise their goods, nor restrict their trade. There are swarms of foreigners in Hongkong, from various countries of Europe, fattening on favours which they never dream of reciprocating; but at least they might give us the credit that is due. They might tell their compatriots at home to cease vilifying us. They might correct the false impressions disseminated all over the Continent of Europe. They might make known that British tenure of territory excludes none, injures none, discriminates against none, and that all the vituperation and irritation should cease. Here are hundreds of Germans; let them tell the Berlin and Hamburg people why they are here, instead of staying in some German place. It is because British rule is more hospitable to all than any other, and in common justice they should say so, and not let the libels continue uncorrected. In Russia, Germans are hated; in France worse; in America they become American. Only in England and her colonies do Germans have full rights and privileges, make their fortunes, and return to Germany. Is it too much to ask them to tell the truth to their people at home, that there is no ground whatever for this "indignation" and "irritation" reported to-day?

## TELEGRAMS.

SUICIDE IN SHANGHAI.

ESCAPE FROM PRISON TO THE GRAVE.

SHANGHAI, May 17th.

A German named Fuchs, formerly in Canton, shot himself to-day to escape from the police. He had been arrested on some charge of alleged deficiency in his accounts, and he committed suicide just before the time for embarking under custody of a police constable on a steamer bound for Hongkong.

[The only Fuchs whom we can trace as having been transferred from Canton to Shanghai recently, is Mr. G. Fuchs, a clerk in the employ of Messrs. Arnold, Karberg & Co.—Ed. H.K.T.]

REUTERS'S MESSAGE.

MR. CHAMBERLAIN'S SPEECH.

LONDON, May 16th.

The United States press generally, warmly approves of Mr. Chamberlain's speech and welcomes a prospective alliance.

In Spain, Berlin and Paris, the speech has aroused indignation and the papers deplore the language, as calculated to irritate instead of allaying the present difficulties.

THE PLAGUE.

During the 24 hours up to noon, 18th May, 23 new cases and 16 deaths from plague were reported, making the total since 1st January (138 days) 1,086 cases and 940 deaths.

LOCAL AND GENERAL.

Owing to the Japanese troops not having been withdrawn from Wei-hai-wei, the transfer of that port to Britain has been postponed until 7th June.

The Bank note lottery case was concluded at the Singapore Assize yesterday when Grosvenor was sentenced to ten years' penal servitude and Schults to eight years.

At the Roman Catholic Cathedral special services are to be held to-morrow (Thursday), Friday, Saturday, and Sunday, next in supplication for the cessation of the plague.

At the request of the Spanish Government the Secretary of State at home has enquired of H.E. Major-General Black particulars with regard to the dead and wounded at Manila. His Excellency has communicated with Consul-General Wildman on the subject.

EMILIO AGUIBALDO, the Philippine rebel leader, who has been lying *garde* in Hongkong since his arrival in the *Malacca* from Singapore at the beginning of the month, left for Manila yesterday by the Australian cruiser *Light McCulloch*. He is accompanied by Colonel Marcelo H. del Pilar, his A.D.C., Mr. J. Layla, his private secretary, and fifteen others who form his Council.

A CERTAIN military officer has, since he came to Hongkong, taken to the bicycle and his comrades have been tickled to death whenever he reaches quarters by hearing him sing out "Man man." The poor unsophisticated fellow had become so used to the harmonious necessary jingle that when astride his wheel he thought he had a cooing drawing him along, and forgot all about the muscular exertions of his own steady calves.

The second Gymbhus Meeting of the season is to be held on Saturday, 22nd May. The following are the weights in the "Oxy-Round" Handicap—

Hds. lbs. st. lbs.  
Hector ..... 10. 8.  
Landreacht ..... 11. 4.  
Gamecock ..... 11. 2.  
Chaffinch ..... 10. 10.  
Springfield ..... 10. 10.

Enquiries on board the Douglas line *Thales* which arrived yesterday from the north, elicited nothing as to the reported attack on the Fuchow Arsenal. The officers of the *Thales* report all quiet at Fuchow. There are about 30 Frenchmen employed at the Arsenal and on that account it was thought advisable to have express *lignes* of the French navy, *lignes* at the Fuchow Arsenal, when the *Thales* left, and the *Thales* had left for Fuchow the day before the *Thales* arrived. In the opinion of the officers of the Douglas line the French had no intention of attacking the Fuchow Arsenal. H.M.S. *Dolphin* was also at Fuchow when the *Thales* left.

## PIRATICAL OUTRAGE ON THE WEST RIVER.

HAND-TO-HAND FIGHT ON A STEAMER.

FOUR PIRATES KILLED.

CANTON, May 17th.

A small passenger steamer arrived here yesterday from the flourishing river port known as Kowmoon with news of another "hold up" by pirates at a point on the river about sixty miles from this city. From what I can gather it appears that the Chinese-owned steamer *Wingiang* while on a voyage from Canton to Kowmoon with eighty Chinese passengers was the scene of a desperate encounter with pirates on the 14th. The pirates came on board at Canton as ordinary passengers and the steamer sailed at day break. About 40 to 50 miles out the pirates drew pistols and after firing a couple of shots endeavoured to tie up the engines. The passengers made no fight but some of the crew, ex-pirates engaged for fighting purposes, made a stiff struggle, having arms and ammunition in the Captain's cabin. One pirate in the engine-room was shot. Then a regular hullade ensued and a game of hide and seek took place all over the ship. The pirates took refuge below where the fighting crew attempted no pursuit of them at first. After a long and unsuccessful skirmish the Captain headed his men and plunged into the river's den for a hand-to-hand fight and the Captain and several of his men were shot but not fatally and pirates were much the worse handled. Meanwhile the launch drifted ashore and the pirates made their escape. Another version is that they were allowed to escape to avoid further fighting.

The *Wingiang* is still ashore.

THE PLAGUE IN CANTON.

(From Our Own Correspondent.)

CANTON, May 18th.

I have just completed a careful inquiry into the mortality caused by the Black Plague in this city during the month ending yesterday, the 17th instant, and I regret that the information obtained goes to prove that this fell disease is causing greater mortality and is more rapid in its course than it was in the '94 epidemic. "It is far worse than in 1894," was the opinion given by a prominent native resident in the populous suburb of Honam.

In 1894 the greatest number of coffins issued in a single day by any of the charitable institutions in the city was 20 and as there are five of these institutions in Canton that would give a death-rate of 100 per diem while the plague was raging here. To this 200 a day there would be added about twenty of the upper and middle classes each day during the epidemic so that the total deaths in 1894 must have been about 220 a day. At the present time the institutions are issuing thirty to forty coffins every day, 24 at least 160 and in this number must be added fully a score of deaths among the upper class, who of course buy coffins and do not apply to the institutions for assistance to bury their dead. It is therefore clear that if we add to the above figures a dozen (a very low computation) deaths among the middle class and coffin makers that pick up a precarious living on the outskirts of the city, the daily death-rate in Canton is just about 200 or over 2,500 a week.

We have had heavy rain here and it is now clearing off, but although the rain has cleared, the atmosphere lowered the temperature considerably and caused the air to be unusually sticky, city from which the plague is claiming so many victims as ever.</







## THE CAINE ROAD MURDER.

The hearing of the charge of murder against the Portuguese clerk Osoz was resumed at the Magistrate's Court to-day before Capt. Hastings, R.N., Mr. Grist again appeared for the defendant.

Dr. Jordan, said—On the 9th inst. about 7 p.m. I was called to see a man who had been shot in West Terrace. I went along at once to No. 2 West Terrace and I was shown upstairs. I found a deceased lying on the bed with blood stains in his shirt. I examined the body and found that life was extinct. I then examined the wounds and found four distinct gunshot wounds on the body of deceased, two of which were close to the right breast, the third one was just under the free border of the ribs on the right, and the fourth on the left side and the fourth apparently directly over the stomach. I concluded that deceased had died from internal hemorrhage. I was then shown a revolver which the defendant was supposed to have used. I knew the deceased by sight from meeting him in Cotnam & Co's. The wounds could have been inflicted by a revolver like that produced. In the examination of the clothes I concluded that the shots were fired at close quarters from the chesting of the clothes.

Mr. E. M. Hayland of the P. W. D. produced plans of the ground floor of No. 2 West Terrace. Cheng Sze said that she was an amah in the employ of Mrs. Jesus, sen. in No. 2 West Terrace. She was in the back verandah between 6 and 7 p.m. on the 9th inst. and she and the deceased were sitting down and afterwards they got up and fought. Then Miss Clara went and her weeping drew the attention of a girl who went out and saw the fighting. The girl called witness's mistress and they all went out to the verandah. The mistress went up to the defendant and spoke to him in Portuguese and then witness saw the defendant push the old lady who fell on a box.

Inspector Moffatt deposed that on the 9th inst. at 4.45 p.m. he went to No. 2 West Terrace and proceeded to the first floor. He there found the body of deceased lying on a bed. Dr. Jordan was there and he gave witness a report. Witness was handed a five chambered revolver containing five expended cartridges. It appeared to have been recently fired. He removed the body to the Mortuary and took possession of the coat and shirt deceased was wearing. Witness was present at the post mortem made by Dr. Lewson and saw two bullets extracted which he marked and produced. The right sleeve of the shirt and coat were charred and there was a hole through each. The front of the shirt was also charred and blood-stained.

P. C. M. Feabry, No. 66, said that at about 7.15 on the 9th inst. he went to No. 2 West Terrace, and searched for bullets supposed to have been fired from a revolver. He found the bullet produced on the ground floor verandah. It was 4 ft. from the western end of the verandah. That was near the partition wall of the next house. He saw no marks on the wall.

At this stage the case was adjourned until noon on Wednesday next.

## AMERICAN ATTACK ON LOLO.

## SUICIDE OF A SPANISH COLONEL.

## SERIOUS DEFICIENCIES DISCOVERED.

## A STUBBORN FIGHT EXPECTED.

(From our Resident Correspondent.)

MANILA, May 17th.

The *Esmeralda* has at last got permission from both Americans and Spaniards to take passengers, and will leave in a few hours, so I can send you a line or two.

The *Boston* and *Concord* are, I understand, going to Lolo. They expect to take the place without resistance, and recapture the American coal-laden ship *Saragat*, which was seized by the Spanish gunboat *Blanca*. The Americans found 6,000 tons of good coal at Cavite, and have not yet had to touch the stock they brought in this morning.

Colonel San Miguel, of the Artillery, after making an inspection of the stock of ammunition at his disposal, committed suicide in the Plaza del Ayuntamiento. It is found that the stock is nothing like what it should be; there have been shameful frauds. It is not known whether the Colonel's suicide was due to any fear of himself being implicated, or simply to despair for his country.

Admiral Montojo has received high encomiums for his bravery. The truth is that he deserves nothing but disgrace. In the battle he simply fled from one ship to the other, and was among the very first ashore. On the Sunday afternoon, almost before the fight was over, he was comfortably ensconced in his private villa beyond the city. He had not even allowed his captains to know where Cavite anchorage was mined, and so they in going to meet the Americans were exposed to as much danger as the enemy.

That was the reason why some of the submarine mines were (as described in several reports published in Hongkong) exploded long before the American ships were anywhere near. It was done in order to let the Spaniards have room to move.

Primo de Rivera sold the country; or rather, it was in his time and under his rule that stores were depleted and money vanished, leaving no defensive resources in return.

Admiral Montojo, on leaving Manila on Saturday, 30th April (the day before the battle) gave out bombastically that he was going to sea, to meet the American ships; but that was only to fool the people, for as soon as it was dusk he sneaked back into Cavite.

On the 8th inst. the Archbishop issued a "Pastoral" making slight mention of the American victory, but "piling on the agony" about the American being the sworn foe of religion. I enclose *Comercio* with the Pastoral. We hope to publish a translation to-morrow.

—Ed. S. H. T.

## THE SITUATION IN MANILA.

(By our Special Correspondent.)

When I arrived at Manila I found the American squadron in possession of the port, blockading Manila. In fact, the Spaniards preparing to defend themselves. The whole of ships comprising Admiral Dewey's squadron were then in Manila Bay, in full view of the city, all trade was at a standstill, the mouth of the river blocked, the banks closed for the greater part of the day, the American fleet carefully preventing supplies reaching the beleaguered city from seawards, and the price of provisions a fantastically high and rising rapidly to famine prices. Thus it was clear that the descent of Admiral Dewey upon the Philippines resulting in the destruction of the Spanish fleet and the creation of a great panic in Manila had, as it will be, a very detrimental effect on trade. Thousands of tons of shipping are laid up to the river and there is no trade for the liners belonging to the China and Manila Steamship Co., the China Navigation Co., and one of the Spanish mail boats. The cessation of trade is only palpable in Manila, but in Iloilo and other ports the trade is paralyzed and the steamers which usually call there to load sugar, hemp, etc., have now ceased to keep up communication with those ports, although Admiral Dewey has not attempted to blockade any port other than Manila, and it is very doubtful whether he will attempt to extend the blockade for he has only a small squadron and the task of overthrowing Spanish rule in the capital of the Philippines has yet to be accomplished. The principal sufferers (amongst foreigners) through the blockade of Manila are British subjects, and next the Germans, to whom the blockade of Manila is believed to be exceedingly distasteful. Now, it is laid down very clearly in all standard works on International Law that a blockade to be strictly legal and to merit recognition by the Great Powers must be effective. Is Admiral Dewey's blockade of the Philippines effective? Certainly not. He is blockading Manila only. If an argument be raised on the subject the explanation of the gallant Admiral would probably be the effect that he has never even threatened to blockade the Philippines; he threatened that failing compliance with the blockade of Manila he would blockade Manila, and that is just what he is doing. "Well and good," say the foreign merchants of Manila, "but inasmuch as the blockade of Manila has the effect of seriously impeding as it was inevitable it would—trade at all the other ports where foreigners have important interests, the blockade of Manila is in effect a blockade of the Philippines and as such blockade is not absolutely effective it is not necessary, it is not incumbent upon ourselves to comply with the blockade." The merchants are entitled to cry on business, but any attempt to extend the blockade to the threat to blockade the city of Manila is quite impossible to do anything. It must of course be admitted that the blockade is not effective except at Manila; but Admiral Dewey is certainly doing the best he can with the means at his command; he has shown much consideration for his foes as well as for the foreign interests in the Philippines and there is reason for believing that he will complete his task with as little bloodshed and destruction of foreign property as is possible under the circumstances. Indeed, it is highly probable that more real, more irrefragable proof will be done to property in various parts of the provinces by the insurgents than by the American forces. The former are a mere rabble, badly armed and undisciplined, and have many "old scores" to wipe out. Already they are burning and pillaging Spanish churches and other property in the provinces and every day the white smoke rising out of valleys and along the hill-sides gives evidence of the disturbed state of the country. Nothing is published respecting the true state of affairs outside Manila. It does not seem that the Government have reports of the excesses of the rebels published in local papers, which are under strict censorship, for would merely increase the panic, while it would serve no useful purpose. Judging by the reports current in Manila one would imagine that if the Americans are looking to the insurgents for support they are leaning on a very rotten reed, for it is affirmed that there has been a split in the rebel camp, that they are under three separate and distinct leaders, two of whom are in favour of assisting the Spaniards to defeat the Americans. It was said that they prefer absolute independence to a foreign yoke. They are tired of being governed, and want to have a chance to govern themselves. It will therefore suit them better to keep the Americans out and then when they are disposed to turn round on the Spaniards and expel them. I don't believe a word of this. It stands to reason that if they have made a vigorous and prolonged attempt to expel the Spaniards and utterly failed they will not be reluctant avails to themselves of the golden opportunity afforded by the American invasion to sound the death-knell of Spanish rule in the Philippines. Moreover, if the rebels are in alliance with the Spaniards they should there be a strong Spanish force a few miles outside Manila, to protect the city, and skirmishes with the rebels almost daily occurrences. Then, too, there are the hospitals in Manila simply packed with wounded brought in from the country districts, and we have further to take into account the fact that the price of provisions, including beef and poultry is rising enormously, which indicates that the rebels are cutting off supplies on the landward side of the port, and are thus giving Admiral Dewey a good deal of valuable assistance. Some will say, "Well, if this be so Dewey does not require troops to effect the surrender of Manila, for he can starve the garrison into submission." Possibly, in the sweet by and by. But it is probable that the Admiral will be able to raise the blockade as soon as possible and cause as little dislocation of foreign trade as is consistent with the accomplishment of the task set him by his Government. That may account for the dispatch of troops from San Francisco, and I submit it is reasonable to take this view of Uncle Sam's policy. Admiral Dewey went to the Philippines to whip the Spaniards, and whip them he will thoroughly as soon as possible. Of that we may I think rest assured.

I have said the British merchants are the greatest losers through the blockade of Manila. That is a fact. The best authorities, whose opinions are based on Consular and other trade reports, are agreed that on an average about 34 per cent. of the United Kingdom's exports go from Hongkong and Amoy; 15 per cent. from Spain, and 10 per cent. from Singapore and British India. The total imports into Great Britain (Board of Trade Returns) in 1895 were of the value of £1,606,277 and the exports of British produce to the Philippines £415,803. Since 1895 the trade has considerably increased although taxation has been increased. Under lighter tariffs, a more settled government, and with the encouragement of local enterprises of all kinds a great expansion of the trade of these islands may be confidently looked for. For years past confidence, the backbone of the life-blood of commerce has been sadly lacking and the consequence has been that although there are many opportunities for the investment of capital they have been but slightly, cautiously, and slowly availed of. The Spaniards, like our Gallies neighbours, are bad colonists and they are too proud to take a hint from the British. Shortly after arrival at Manila I looked up the *Telegraph's* correspondence, an old Manila hand,

and questioned him about the commercial affairs of the place. He told me that the foreigners expect to lose heavily when the bombardment commences, their property in various parts of the city and suburbs, valued at many millions sterling, being practically at the mercy of the mob. Then, too, there is the prospect of about and shell wrecking godowns and offices, while the numerous sailing steamers in the river will probably suffer considerably when Admiral Dewey resorts to extreme measures to "induce" the Spaniards to capitulate.

"How about the Banks?" I asked. "We have here," said the well informed resident, "branches of the Hongkong and Shanghai Bank, and the Chartered Bank of India, Australia and China. These banks sent away a lot of treasure. They won't receive deposits. That is, they will pay out but won't take in at present. On Monday and Tuesday, the 2nd and 3rd inst., the Banks were closed and the whole of the business houses throughout the city, the bank houses being expected to commence at any moment. I think it probable the Banks would send away more treasure if they could get an opportunity to do so. It is, of course, not surprising that during a crisis, as we are passing through the Banks should decline to accept deposits of treasure of any kind. They have probably already more than they care to hold, and it is well known that no special protection will be afforded them when the climax comes and the towns given up to pillage and bloodshed. I wonder the Banks didn't export the bulk of their treasure a month ago. I think it probable that they have done so, but on the other hand it is, of course, on the cards that they hold a considerable amount at the present moment."

This information was obtained on the 8th May. Later in the day I met the accountant of one of the above mentioned Banks and he told me that business being at a standstill the Banks opened their doors only for an hour or two daily. It was pretty generally understood in Manila that the *Esmeralda* had arrived from Hongkong and was then (8th May) in port awaiting an opportunity to ship some general cargo, a lot of treasure and carry refugees (chiefly Chinese) to Amoy and Hongkong.

THE TRUTH ABOUT OUR CHINA TRADE.

We are hearing just now a great deal, from irresponsible people, about the importance of our trade with China. In fact, a large number of Englishmen are demanding action on the part of the Government to secure what they call our paramount mercantile interests in the Far East. Our consuls on the other side of the Atlantic have been repeatedly accused by us of jingoism; but this is a more flagrantly foolish example of war fever than anything to which we can point in our neighbours' recent history. The whole situation springs from the readiness with which people rush to conclusions in public affairs, coupled with an extraordinary ignorance of the questions at issue. The magnitude of our commercial relations with China and the importance of the interests involved in the decline of this popular opinion. Does anybody know what our Chinese trade is? Has any one, otherwise ignorant of the subject, taken the trouble to find out what the extent of our relations with China may actually be? Apparently not. Somebody has cried "Woe!" and the rest of the community, like the proverbial flock of sheep, have been contented to blindly follow suit. The fact is, our commercial interests in China are in no way jeopardized by the present situation, compared to the great bulk of our foreign trade, the volume of the entire trade of the United Kingdom—that is to say, our combined imports and exports—amounted to £738,183,118 in 1896. Of this sum total the ridiculously insignificant amount of £9,834,783 represents the whole volume of our trade with China for that year. Yet for this paltry traffic our British Jingo would have us set fire to the European torch, and quarrel with other Powers, over the importance of maintaining friendly relations, with whom our Chinese interests are a mere drop in the ocean. Who speaks of this? What would be said if Egyptian trade? What would be said if Egyptian trade? The Government of this country proposed going to war with, let us say, Russia, for the purpose of securing greater advantages as regards our commercial relations with Egypt? And yet the public will be surprised to learn that our Egyptian trade, although small, exceeds by half as much again the sum of our Chinese imports and exports. The volume of the foreign trade done by China herself in 1895, the year altogether figuring £1,385,183,118, the year's aggregate amounted to £1,385,183,118. But it must be borne in mind that the population of China has been recently estimated at more than three hundred millions. Compared, therefore, with our thirty-eight millions of inhabitants, China's foreign trade is absurdly small. It means that every Chinese imports foreign goods at an average rate of something like 1s. 9d. per annum while the rate per head in the United Kingdom amounts to nearly £12. 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## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KINSHU MARU.....	SEATTLE, WASH., VIA KOBE and YOKOHAMA.....	THURSDAY, 19th May, at 4 P.M.
KANAGAWA MARU.....	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE (Transhipping Cargo for JAVA PORT), PENANG, COLOMBO and PORT SAID.....	MONDAY, 23rd May, at 4 P.M.
OMI MARU.....	THURSDAY ISLAND, MOURILYAN, DUNGENESS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	FRIDAY, 27th May, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 14th May, 1898.

## THE WORLD RENOWNED

## FRENCH CORSETS C.P. A LA SIRENE

Established 1839, PARIS.

Beware of Spurious Imitations Only genuine if Labelled and Stamped C. P. à la Sirène.

APPLY TO

M. OPPENHEIMER &amp; Co., PARIS.

**SETTING UP OF DISTILLERIES**

Rice - Corn - Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories - Preserves Factories

Laboratories of Druggists - Essences Factories.

**STEAM KITCHENS**

BOUOT & GRANGE, rue Mathia, PARIS

Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

## ARE YOU LOSING FLESH?

This is one of the very first steps of disease. It is a warning note. You cannot afford to grow thin. Flesh is strength. If you lose it your blood becomes depleted, and Consumption, Scrofula, Anæmia, or some other wasting disease will follow.

## Scott's Emulsion

is a palatable nourishment that assists in forming healthy flesh. It enriches the blood, and overcomes the weak, emaciated tendencies which loss of flesh denotes. It gives vitality. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China - WATKINS &amp; Co., Hongkong.

## Hotels.

**THE HOWLON HOTEL** is now refitted and reopened as a thoroughly HIGH-CLASS HOTEL, with everything of the very best. Splendid Suburban Situation, Unrivalled in the Colony. Cuisine a Specialty, none to compare. Liquors of carefully selected quality. Billiard-tables and Bowling-alley excellent.

J. W. OSBORNE, Proprietor.

April 2nd, 1898.

I SAY! HERE'S SOMETHING GOOD.

THE OLD MAN ON DECK AGAIN

AT

THOMAS'S GRILL ROOMS.

WHAT'S THE MATTER WITH THIS

TARIFF?

BREAKFAST.....\$ 0.55

DINNER.....0.75

DINNER.....1.00

3 MEALS DAILY (Monthly Rate).....40.00

5 DINNER.....15.00

5 DINNER.....20.00

DINNER &amp; DINNER.....30.00

BREAKFAST &amp; DINNER.....15.00

BREAKFAST &amp; DINNER.....25.00

BEST OF VIANDS SERVED IN THE

BEST OF STYLES.

J. E. GOODCHILD,

Manager.

WINDSOR HOTEL,

HONGKONG.

THIS ESTABLISHMENT, situated in the

elegant Building known as "CON-

NAUGHT HOUSE," offers First-class Accom-

modation to Residents and Travellers.

Furnished Apartments, from Entrance Hall to

each Floor, in charge of experienced Attendants.

Favorable Arrangements made for Families

and for Monthly or Extended Parties.

BILLIARDS.

P. BORM,

Proprietor &amp; Manager.

Hongkong, 2nd April, 1898.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"

Captain Bathurst, will be despatched for the

above Ports, TO-MORROW, the 19th instant,

at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LARRAIK &amp; Co.,

General Managers.

Hongkong, 18th May, 1898. [646]

CHINA NAVIGATION COMPANY, LIMITED.

FOR NINGPO AND SHANGHAI.

THE Company's Steamship

"HANGCHOW,"

Captain Pearce, will be despatched as above

TO-MORROW, the 19th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 18th May, 1898. [644]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND,

PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Jones, will be despatched as above

ON FRIDAY, the 20th instant, at 3 P.M.

The attention of Passengers is directed to the

Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the

Engine. A Refrigerating Chamber ensures the

Supply of Fresh Provisions during the entire

voyage.

A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company

to and from AUSTRALIA are available for return

by the Steamers of the EASTERN and AUSTRALIAN

S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 18th May, 1898. [609]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"NANCHANG,"

Captain Flinlayson, will be despatched as above

ON FRIDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 18th May, 1898. [611]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARQUIS BACQUEHEM,"

Captain G. Walluchius, will leave for the above

places ON FRIDAY, the 20th instant, P.M.

For Freight or Passage, apply to

SANDER, WIELER &amp; Co.,

Agents.

Hongkong, 18th May, 1898. [626]

EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, ROTTERDAM AND

COPENHAGEN.

THE Company's Steamship

"SIAM,"

Captain C. Cold, will be despatched as above

ON FRIDAY, the 20th instant.

For Freight or Passage, apply to

ARNHOLD, KARBURG &amp; Co.,

Agents.

Hongkong, 18th May, 1898. [541]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"

Captain Grifer, will be despatched as above on

WEDNESDAY, the 19th instant.

For Freight, apply to

BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 18th May, 1898. [633]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ENERGIA,"

will be despatched as above on or about the

25th instant.

S.S. "AFRIDI".....about 20th June, 1898.

S.S. "ATLAN"....." 19th July, 1898.

S.S. "MACCOTIE"....." 21st July, 1898.

For Freight or Passage, apply to

DODWELL, CARLILL &amp; Co.,

Agents.

Hongkong, 18th May, 1898. [333]

FOR SINGAPORE, HAVRE AND

HAMBURG.

(Taking Cargo at through rates to ANTWERP,

AMSTERDAM, ROTTERDAM, LONDON, Oporto,

LONDON, LIVERPOOL and BRANES.)

THE Steamship

"BELLONA,"

Captain F. von Bissler, will be despatched for

the above Ports on or about the 28th instant.

For Freight, apply to

SIEMSEN &amp; Co.,

Agents.

Hongkong, 17th May, 1898. [650]

SAILING VESSELS.

FOR SAN FRANCISCO.

HE British Barque

"WEST YORK,"

W. L. Foster, Master, will load here for the

above Port, and will have quick despatch.

For Freight, apply to

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 7th March, 1898. [372]

FOR SAN FRANCISCO.

THE 100 A British Ship

"IMBERHORNE,"

Lever, Master, Shortly expected here, will load

for the above port and will have quick

despatch.

For Freight, apply to

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 19th March, 1898. [414]

## Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE,

AND YOKOHAMA.

PROPOSED SAILINGS FROM

HONGKONG.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Olympia | 2,608 | T. H. Dobson | May 21.

Arctona | 3,164 | J. Panton, R.M.R. | June 14.

Tacoma | 2,540 | A. Dixon | July 2.

Victoria | 3,167 | J. Truebridge | July 19.

Also

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION

COMPANY.

Braemar | 3,501 | E. Porter | June 4.

Mogul | 3,654 | W. H. Wright | June 18.

Columbia | 2,605 | A. Gow | July 9.

Braemar | 3,501 | E. Porter | Aug. 13.

THE attention of Passengers is directed to the

very cheap rates offered by this Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table,

DOCTOR and STEWARDESSE carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on

the American Continent. Magnificent Scenery

of the ROCKY and CASCADE MOUNTAINS. The

YELLOWSTONE NATIONAL PARK route. Passen-

gers to EUROPE may proceed by one of the first

class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Ports on application.

Special rates allowed to members of Govern-

ment Services.

Through Bills of Lading issued to Pacific

Coast Ports, and to Canadian and United

States Ports.

Consular Invoices of Goods for United States

Ports should be in quadruplicate, and one

copy must be sent forward by the steamer to

the Freight Agent, Tacoma, Wash., or Portland,

Or, whichever may be the destination of the

Steamer.

Parcels must be sent to our Office (with address

marked in full) by 5 P.M., on the day previous to

sailing.

For further information apply to

DODWELL, CARLILL &amp; Co.,

General Agents.

Hongkong, 18th May, 1898. [1]

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR

SINGAPORE, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT.

BLACK SEA AND BALTIC PORTS:

LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS,

GALVESTON, AND SOUTH AMERICAN

PORTS.

THE COMPANY'S STEAMERS WILL CALL AT

SOUTHAMPTON

TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH

BILLS OF LADING FOR THE PRINCIPAL

PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Potsdam | Wednesday | 25th May.

Sachsen | Wednesday | 22nd June.

Bayern | Wednesday | 20th July.

Prins Heinrich | Wednesday | 17th Aug.

Darmstadt | Wednesday | 14th Sept.

Potsdam | Wednesday | 12th Oct.

Sachsen | Wednesday | 9th Nov.

Bayern | Wednesday | 7th Dec.

Prins Heinrich | Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 19th day of May,

1898, at 9 A.M., the Company's Steamship

"PREUSSEN," Captain R. Helms, with

MAILS, PASSENGERS, SPECIE &amp; CARGO,

will leave this Port as above, calling at NAPLES

and GENOA.

Shipping Orders will be granted till NOON on

MONDAY, the 23rd May. Cargo and Specie

will be received on board until 5 P.M. on TUESDAY

the 24th May, and Parcels will be received at

the Agency's Office until NOON on TUESDAY, the

24th May. Contents of Packages are required.

No Parcel Receipts will be signed for less than

25 lbs. and Parcels should not exceed Two Feet

Cube in Measurement.

The Steamer has splendid Accommodation.

and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS &amp; Co.,

Agents.

Hongkong, 27th April, 1898. [191]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.